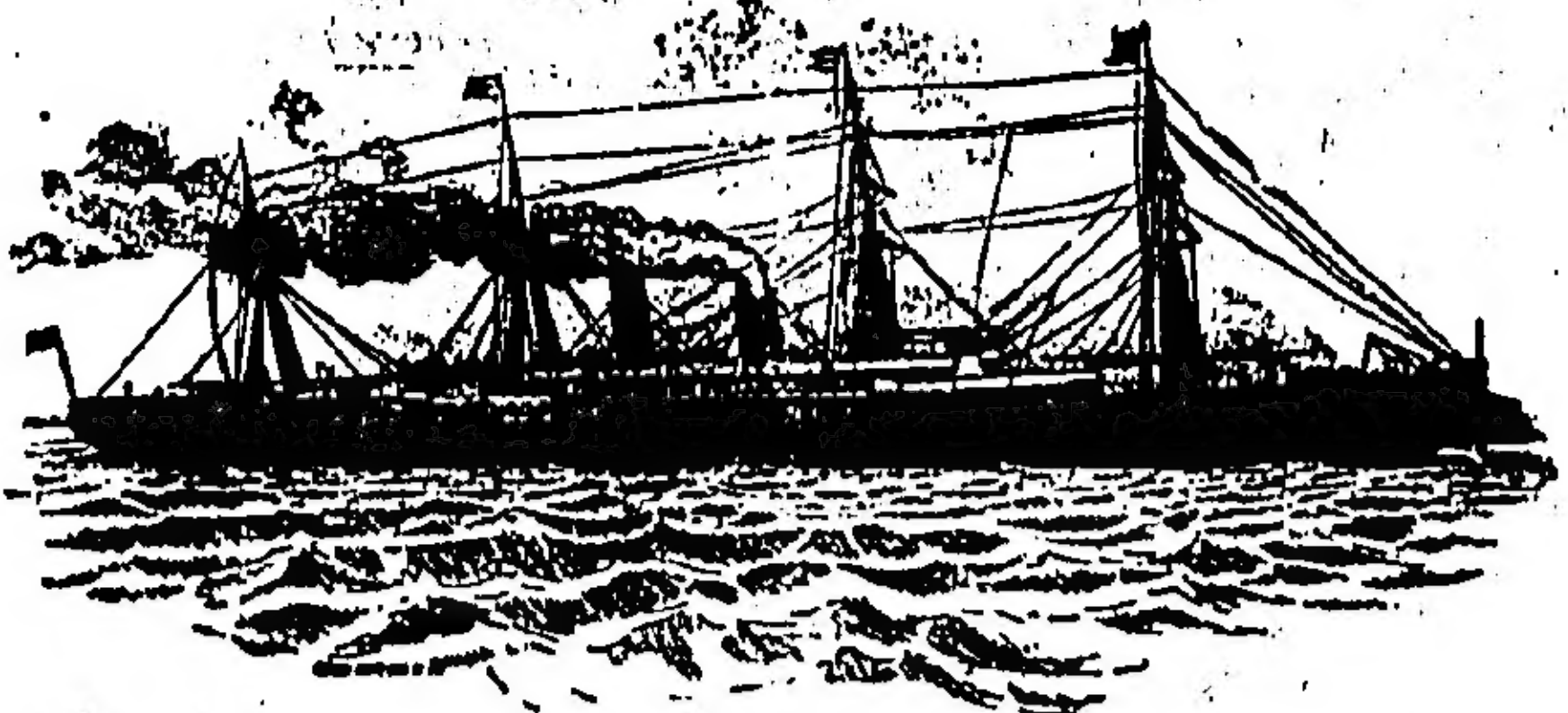


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,000 Gross Tons	TUESDAY, 5th April, at Noon.
"DOBIO"	4,784	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284	SATURDAY, 30th April, at Noon.
"COFFIN"	4,352	SATURDAY, 7th May, at Noon.
"KOREA"	11,276	TUESDAY, 24th May, at Noon.
"GAELIC"	4,205	THURSDAY, 2nd June, at Noon.
"AMERICA MARU"	6,307	SATURDAY, 11th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

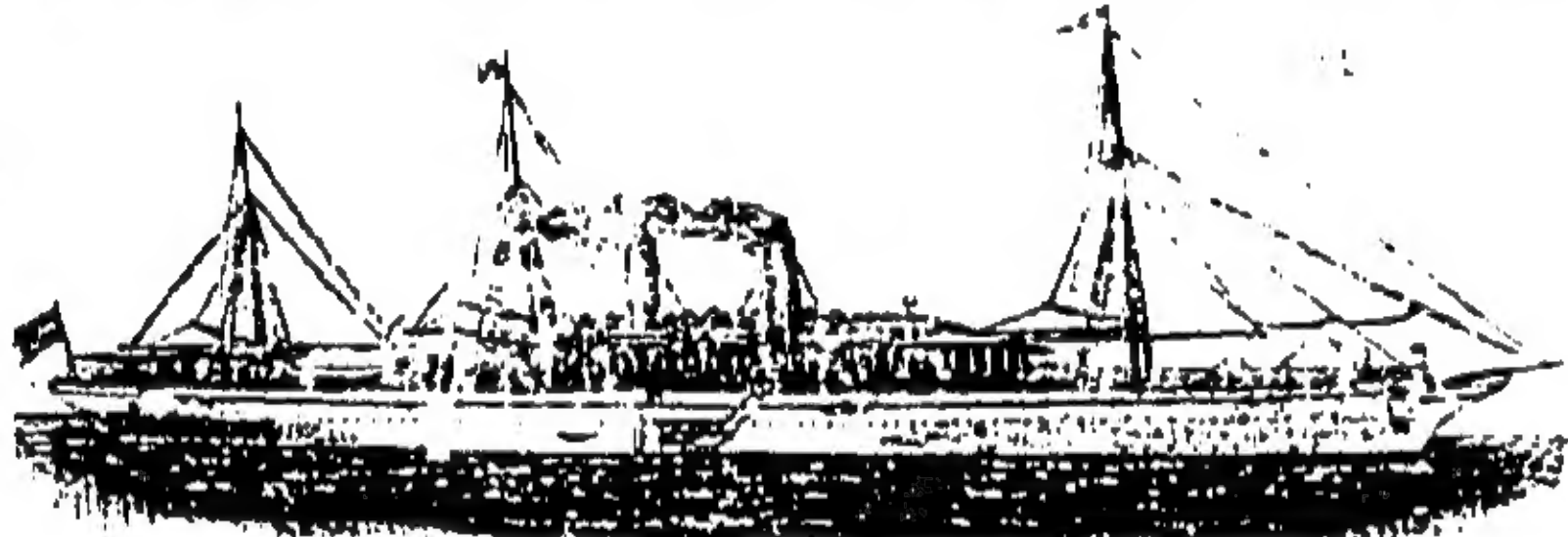
FEATURES OF THIS LINE.

The largest and sturdiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.	PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons	WEDNESDAY, 20th April.
"ATHENIAN" ... 3,882	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN" ... 6,000	WEDNESDAY, 11th May.
"TARTAR" ... 4,475	SATURDAY, 21st May.
"EMPERESS OF CHINA" ... 6,000	

Hongkong to London, 1st Class, ... via St. Lawrence £60. Via New York £62.
Steamers and 1st Class Rail ... £40.

THE magnificent "Twin-screw" "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 30th March, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ABESSINIA	ST. NAZAIRE, HAVRE & HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd April. Freight.
BRISGAVIA	HAMBURG.	
Schulke	(Calling at SINGAPORE and COLOMBO).	12th April. Freight.
SUEVIA	HAVRE and HAMBURG.	25th April. Freight.
von Döhren	(Calling at SINGAPORE and PENANG).	
ARTEMISIA	HAVRE and HAMBURG.	3rd May. Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).	
MARBURG	HAVRE and HAMBURG.	17th May. Freight.
Stern	(Calling at SINGAPORE and PENANG).	
STRASSBURG	HAVRE and HAMBURG.	31st May. Freight and Passengers.
L. Madsen	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th March, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	3,303 tons	Captain R. D. Thomas.
"POWAN"	3,330	G. F. Morrison, R.M.R.
"FATSHAN"	3,330	W. A. Valentia.
"HANKOW"	3,273	C. V. Lloyd.
"KINSHAN"	3,262	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
-----------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	538 tons	Captain B. Branch.
"NANNING"	509	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd March, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUBBEL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	S'PORE & JAVA PORTS	First half of May
TJILATJAP	JAVIA via MACASSAR	Second half of April	JAPAN	Second half of April
TJIMAH	JAPAN	First half of April	S'PORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 25th March, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 102 HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

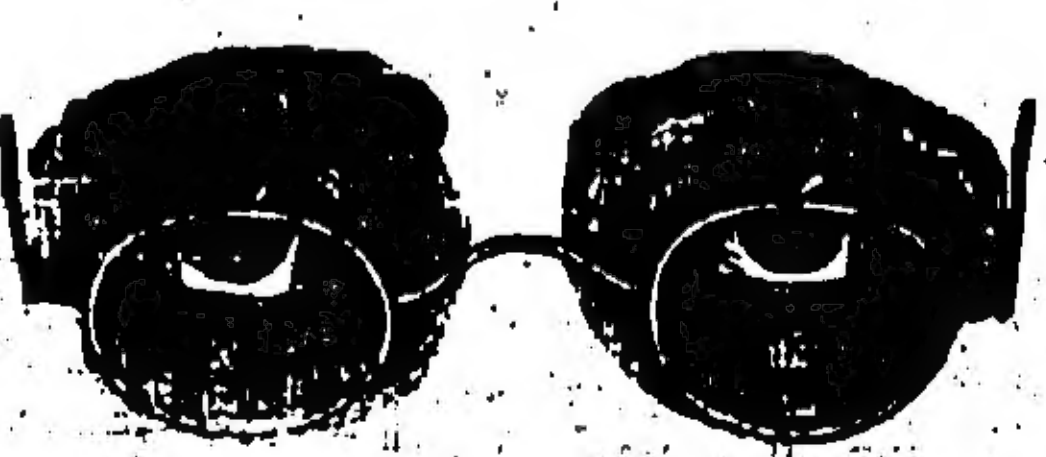
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

15, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Ropes, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

WANTED.

SHORTHAND CLERKS and TYPE-
WRITERS, must know the "UP-TO-
DATE" system.
Address:—
"R."
C/o The Hongkong Telegraph.
Hongkong, 28th March, 1904. [41]

POSITION WANTED.

YOUNG ENGLISHMAN,
at present in Japan,
is desirous of obtaining a position in a Mercan-
tile Firm in Hongkong.
Advertiser has had considerable experience in
SHIPPING, GENERAL OFFICE WORK,
AND
COMMERCIAL CORRESPONDENCE.
Can furnish good references.
Apply, in first instance, to
"G."
Hongkong, 28th March, 1904. [418]

WINDSOR GARDEN
AND-RESTAURANT,
WONG-NEI-CHONG ROAD,
(HAPPY VALLEY),
Past the Race-Course.

UNDER EUROPEAN MANAGEMENT.

MEALS and REFRESHMENTS
are served in style at reasonable prices,
and the
Attendance will be found satisfactory.

PARTIES' DINNERS, PICNICS, &c.,
can always be arranged for through the
Manager.

The Scenery of and the View from the
Garden would be hard to beat, and many
customers have called it the loveliest spot in
Hongkong.

Come once and you will come again.
JACOBS & HUBER,
Proprietors.

Hongkong, 17th March, 1904. [336]

AMERICAN POTATOES,
EX S.S. "CHINA."
"RED RIVERS" and "BIRBANKS."
FOR SALE
By WOO CHEONG,
Central Market.

Hongkong, 29th March, 1904. [445]

THE PHARMACY,
FLETCHER & CO.,
14, QUEEN'S ROAD CENTRAL, 藥房

SPECIAL
NYAL'S
HAIR RESTORER,
AN EXCELLENT PREPARATION for
changing Grey Hair to its Original
Colour; prevents the hair from falling out; and
cleanses the head from all dandruff.

PER BOTTLE \$1.25
Prescriptions and private recipes carefully
prepared with the best Drugs.

A. STEVENSON,
Chemist,
Registered by the Pharmaceutical Society.
Hongkong, 26th March, 1904. [384]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.36 ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. [12]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.

Sole Agents—
SHEWAN & CO.
Hongkong, 10th January, 1901. [14]

CAMPBELL, MOORE AND COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY AN-
NUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 20, Queen's
Road Central, TO-MORROW, the 31st
March, 1904, at Noon, for the purpose of re-
ceiving the Report and Statement of Accounts,
for the year ending 31st December, 1903.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 18th to the 31st
March, both days inclusive.

By Order of the Board,
M. A. A. SOUZA,
Secretary.

Hongkong, 10th March, 1904. [370]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE FIFTEENTH ORDINARY AN-
NUAL MEETING OF SHAREHOL-
DERS in the Company, will be held in the
Office of the General Managers, No. 14, Des
Vaux Road, Victoria, on WEDNESDAY,
6th April, at 11.30 A.M., for the purpose of
receiving Statement of Accounts and the Report
of the General Managers for the year ending
31st December, 1903, declaring a Dividend and
electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from Saturday, 2nd April,
at 1 P.M., until Wednesday, 6th April.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1904. [397]

THE YANGTSE INSURANCE ASSOCIA-
TION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY
GENERAL MEETING of the above
Association will be held at the Head Office,
No. 25, The Bund, Shanghai, on THURSDAY,
the 21st April, 1904, at 4 o'clock P.M., pre-
cisely, for presentation of the Report of the
Directors and the Accounts for the 31st Decem-
ber, 1903, the election of Directors and Auditors
for the current year, and for the purpose of
transacting any other business, which may be
transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Associa-
tion will be CLOSED from the 11th of April
to the 21st of April, 1904, both days inclusive.

Members holding proxies for absent Share-
holders must deposit same with the Secretary
for Registration at least Forty-eight hours
before the Meeting.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 25th March, 1904. [442]

HUMPHREYS-ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that
on and after this date, they can obtain
SCRIP CERTIFICATES of SHARES of the
NEW ISSUE in EXCHANGE for HONG-
KONG AND SHANGHAI BANKERS' Receipts on
Application at the REGISTERED OFFICE of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th February, 1904. [1337]

ALFRESCO FERTILIZER
ON BEHALF OF THE
POOR ORPHANS AND INVALIDS
OF THE
ITALIAN CONVENT.

It is to be held in the Compound of the Italian
Convent, Cathoic, Chubb, and Co.,
SUNDAY EVENING,
the 12th April, 1904, from 7 to 9 P.M.

THE Italian Convent, Cathoic, Chubb, and Co.,
Traders and Manufacturers of Fertilizers,
Light and Heavy, and all kinds of Chemicals,
and all other Chemicals.

For further particulars, apply to
the Italian Convent, Cathoic, Chubb, and Co.,
Hongkong, 25th March, 1904.

PORT ARTHUR.

ITS FORTIFICATION, ITS FIGHTING
VALUE, AND ITS FATE.

BY ALFRED STEAD.

The decision of Admiral Alexeieff to make his headquarters in the central provinces of Manchuria and withdraw from Port Arthur was inevitable. Even assuming that the Russian fleet remained intact and Japan did not possess command of the sea, it would have been poor policy to maintain headquarters down in one corner of the country to be covered by the campaign. Besides this strategic reason, there are, however, others still more potent. Port Arthur is a typical Chinese fortress, and combines all the disadvantages consequent upon a Chinese character. When a Chinaman seeks a suitable spot for a fortress his first objective is to find a place, well surrounded by hills, which shall hide his presence from a passing foe. The Chinaman is never filled with a desire for offensive action, and only seeks to be left quietly alone; the defensive is the utmost action he can think of. Thus, in Port Arthur we find the town situated snugly at the bottom of a saucer, of which the rings of hills form the rim. Clinging to the water's edge the town has to face all the dangers of floods and insanitary conditions.

"KRUPPS" THE ONLY CROPS.

During the rains it is no uncommon sight to see the streets so filled with water that the ricksha coolies are nearly waist deep. The town lies in the natural course of the water draining from the hills to the sea. The hills are bare of vegetation, and the numerous fortifications which surround them are the only crops which are raised in the neighbourhood of Port Arthur. The fact that the Chinese had established a dockyard at Port Arthur led the Russians to decide upon making this place their chief fortress in South Manchuria. They would have been far better advised to have relinquished the dubious advantages of the solitary dry dock in favour of the site where the new town of Dalny now stands. Here they would have had an ample deep-water harbour, while the natural conditions compare most favourably. It was another example of the strength of the Chinese habits over invading races. The history of China teems with instances of how races lose their national characteristics and adopt Chinese ideas. This action on the part of Russia can only be explained on this ground, since what else could induce practical naval and military men to choose as a base Port Arthur without suitable harbour accommodation for a fleet or possibility of maintaining a large garrison? And the defences are such that a large garrison, a least 25,000 men, is necessary to the safety of the fortress. The little value of Port Arthur as a naval base has been demonstrated already, the fleet having had to lie outside the harbour risking torpedo attacks, owing to the fact that the channel at the entrance is only 100 yards wide, and the space inside insufficient to enable vessels of a fleet to get up steering way without catastrophe. The military weakness of the fortress will be demonstrated in good time, although there is little likelihood of any attempt on the part of the Japanese to take it by assault. There is, indeed, no reason, from their point of view, why they should incur losses bound to be heavy. They can attain their object without any such costly policy.

JAPAN'S BEST ALLIES.

The retreat of Admiral Alexeieff to the north signifies the fact that he expects the communications between Liao-yang and Port Arthur to be cut by the Japanese. This will then leave Port Arthur isolated in work out her own salvation, or destruction. There can never be any difficulty about the isolating of the fortress by the breaking of the railway line. South of Kin-chau, the line runs along the shore itself of the Yellow Sea, and the neck of land adjoining the Port Arthur territory to the mainland is both narrow and flat at this point. A couple of Japanese gunboats could destroy the line and isolate the fortress without landing any troops. What would then be the condition of Port Arthur? The 25,000 men, packed into barracks amongst insanitary Chinese hovels would stand in the first instance every chance of becoming infected with disease. Even at the best periods of the year disease is always present in the town. The water supply depends largely upon the distilling machines in the harbour, and it does not require much calculation to know that 25,000 men require an enormous amount of water. Under ordinary conditions, all the fresh supplies for Port Arthur come from Chefoo, but already these have been shut off for many days. There remain only for the soldiers the stores laid up by the authorities. These, owing chiefly to the necessity for every officer to make his commission, are not what they are made out to be. Besides being insufficient, the stock is very much smaller than it is supposed to be. Thus the garrison is confronted with disease and starvation and these without any chance of striking at the foe. The presence of the fleet will also have assisted in the reduction of the food supply.

ARE THE FORTIFICATIONS IMPREGNABLE?

The moral effect of the Japanese attacks and the knowledge that they are abandoned, as it were, to their fate, cannot fail to be great. Granted that Port Arthur's fortifications are impregnable, hunger and disease are certain to prove more efficient foes than several army corps of Japanese. And there are serious doubts as to the efficiency of the fortifications, recent mangrove having disclosed serious weaknesses. But the Japanese are not going to attack Port Arthur from the land, for a considerable time at any rate. The extent of their land operations at Kin-chau and the holding of the neck of land. The more men that were poured by Russia into Port Arthur the better were the authorities at Tokyo pleased. The greater the garrison the shorter the siege, was their motto. Men can and do starve for incredible lengths of time when face to face with a foe, but it is another matter to starve in silence, quite out of the rays of the limelight.

LIKE A RIPE APPLE.

And yet that is the fate of the Port Arthur garrison. Sorties are denied them, the impregnable Japanese Sea rings them round, and even gives to Japanese command over their one neck of land. In the appointed time Port Arthur will fall, like a ripe apple, into the mouth of Japan, and will have the mortification of having to surrender without having struck an effective blow in the war. But Chinese fortresses are not designed to strike effective blows, and the garrison at Port Arthur may come the Russian diplomat whose statement has been the cause of brave men's hesitation.

Intimations.

MADAME FLINT & CO.,

Rooms 3, 4, & 5 Connaught Hotel.

OUR MME. FLINT has just returned from PARIS

with an extensive collection of

NEW SPRING AND SUMMER

MILLINERY,

comprising:—

BEAUTIFULLY TRIMMED HATS,

UNTRIMMED HATS,

UNMADE STRAW,

and a vast stock of

TRIMMINGS, FOLIAGE, FRUIT,

AND

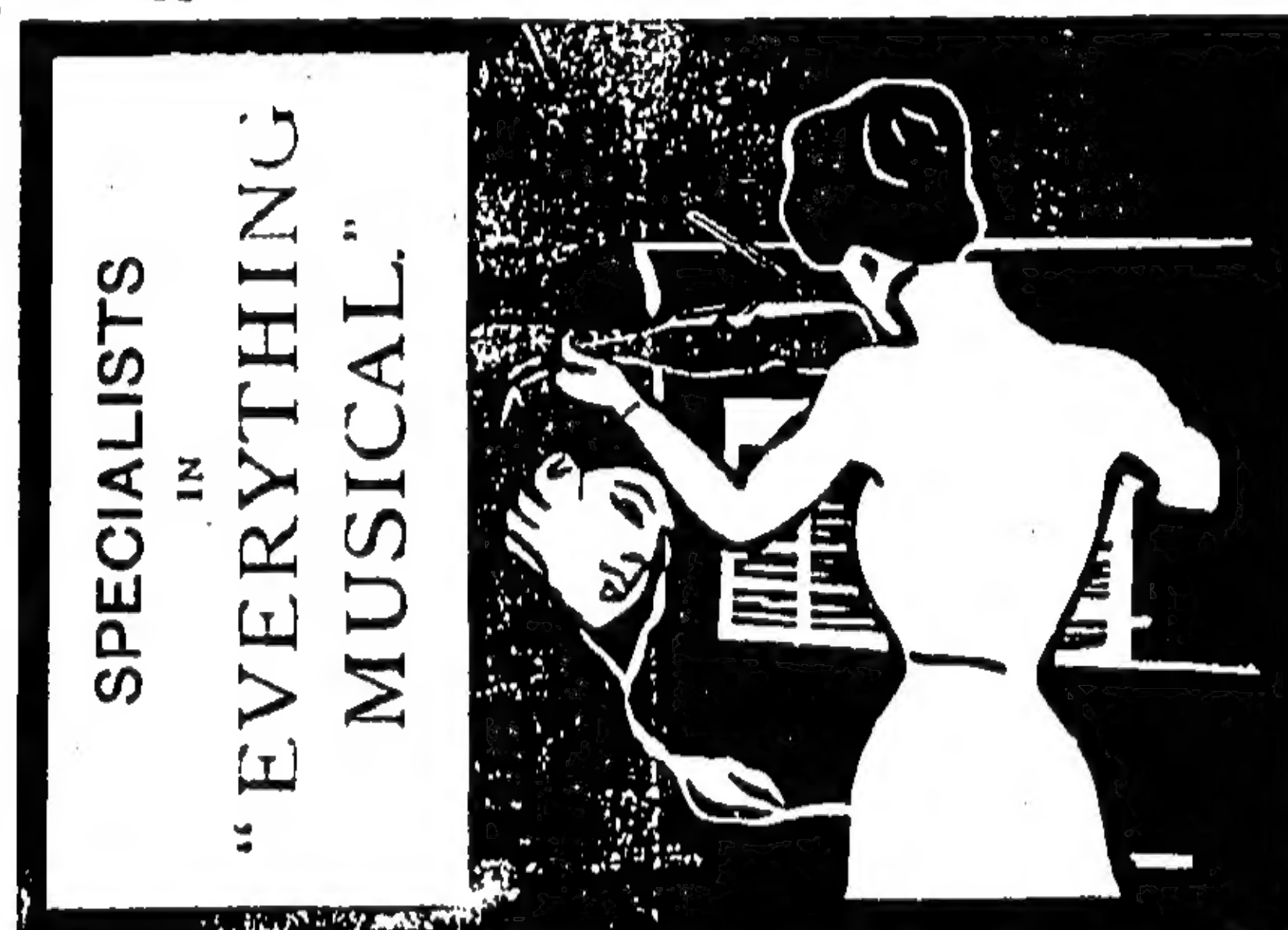
FLOWERS.

The most magnificent collection ever seen in the East.

Prices to suit all pockets,

From the most elaborately trimmed Hat to a simple frame. [448]

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904. [39]

THE BUSINESS TRAINING COLLEGE.

It is not a School or a Class; you come at any time you like between 8 o'clock A.M. and 10 o'clock P.M. daily except—

SATURDAYS, 8 to 10 o'clock only;

SUNDAYS, 10 to 1 o'clock only.

LECTURES FREE at 4 to 6 and 7 to 8 P.M.

SUNDAY LECTURES, 11 o'clock.

These Lectures will be given on "SHORT-HAND," showing the ease with which the "UP-TO-DATE" System may be learned; never to be forgotten, and its reliability and charm to read and transcribe. All are invited, Ladies especially.

Note:—On and after the 1st of May next, the Fees for Short-hand will be considerably increased. The object for fixing the absurdly low price of \$50 is to ensure a large number of Pupils at once.

PRINCIPAL:

WARWICK PEELE,

(Late Special Reporter, British Houses Lords, Commons, and High Courts).

Each department is conducted by a competent master.

TYPEWRITING.—Blind Touch System.

BOOKKEEPING.—Double Entry.

LESSONS ON "QUICK AT FIGURING."

—New rules, adding backwards, new additions, amusing arithmetic, measuring for all trades, calculations for all branches of business.

LESSONS ON FAULTS IN SPEAKING

AND WRITING.—Vulgarity, misapplied words, pleonasm, &c.

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Hongkong, 29th March, 1904. [421]

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,

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From the University of Pennsylvania, U.S.A.

Hongkong, 29th March, 1904. [38]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 36, Connaught Road Central,

Hongkong, 29th March, 1904. [37]

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Hongkong, 29th March, 1904. [36]

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Hongkong, 29th March, 1904. [354]

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Hongkong, 15th September, 1903. [34]

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Hongkong, 15th September, 1903. [33]

Mails.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th April, 1904,

at 1 P.M., the Company's Steamship

"ARMAND BEHIC," Captain Flaminio,

with Mails, Passengers, Specie and Cargo, will leave

this Port for MARSEILLES, via Ports of Call,

WITHOUT TRANSITMENT.

This Steamship connects at COLOMBO with

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MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for 10 days

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Shipping Orders will be granted till NOON

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and Parcels received until 4 P.M. on the same

day. No Cargo will be received on board on

TUESDAY.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th March, 1904. [19]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

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ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

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and Tea for London (under arrangement) will

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Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 28th March, 1904. [14]

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COMPANY.

BOSTON STEAMSHIP COMPANY.

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Hongkong, 29th March, 1904. [12]

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NORTH GERMAN FIRE INSURANCE

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Company are prepared to accept First

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SIEMSEN & Co.

Hongkong, 28th May, 1904. [52]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 29th September, 1903. [11]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of April, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Bonham Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Island Lot No. 1214	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
				H.	B.	E.	W.			
				ft.	ft.	ft.	ft.		\$	9
			Bonham Road	56.6	118	86	53.6	5,000 ⁰	34	1,500 ⁰

Hongkong, 26th March, 1904.

[42]

THE WAR.

DARING NIGHT ATTACK ON PORT ARTHUR.

OFFICIAL REPORT.

Mr. M. Noma, Consul for Japan, has courteously communicated the following telegram forwarded by Baron Komura—

Tokio, 29th March, 3.35 p.m.

Admiral Togo reports that the second attempt to block the entrance to Port Arthur was made at 3.30 a.m. on the 27th inst. when four vessels, escorted by a flotilla of torpedo destroyers and boats, succeeded in approaching to within two miles of the entrance to the harbour before being discovered by the enemy. At the time searchlights were sweeping the water, and as soon as our presence became known a heavy fire was directed on us by the forts on both banks and by the guardships. In spite of this the vessels succeeded in getting into the inner roadstead, where the *Chiyo Maru* dropped anchor about half a cable's length from the beach on the West of Golden Hill, and was successfully sunk by her crew. The *Fukui Maru* was steered to the left of this vessel, and when about to drop anchor was struck by a fish torpedo from the enemy and sunk. The *Yahiko Maru* anchored on the left of the *Fukui Maru* and was sunk by her crew, while the *Yoneyama Maru*, which had crept up between the *Chiyo Maru* and *Fukui Maru*, after coming into collision with the stern of a Russian destroyer, came to anchor in the middle of the roadstead where she was struck by a fish torpedo from the enemy, which caused her to heel over and drift on to the left bank.

Admiral Togo regrets that this desperate attempt to block the entrance to Port Arthur was not entirely successful, inasmuch as a navigable channel exists between the hulks of the *Yahiko Maru* and the *Yoneyama Maru*.

He further reports the following casualties on the four vessels:—Killed: Commander Takeo Hirose, one midshipman and two of the crew. Wounded (seriously): Sub-lieutenant Shimada; (slightly), Lieutenant Masaki, chief engineer Kurita, and six of the crew. The crews of the vessels were taken on board of the destroyers and torpedo boats.

The torpedo boats *Aolaka* and *Tsubame* when within a mile of the entrance to the port met a Russian destroyer. A heavy fire was kept up on both sides, the enemy's vessel sustaining serious damage to her engines, clouds of steam being seen to rise up from her as she steered away.

It is reported that, while our torpedo boats were returning from their mission, what appeared to be a Russian warship, was observed lying close under Golden Hill, having apparently sustained serious damage in one of the fleet engagements.

A heavy fire was directed upon our destroyers and torpedo boats until daylight; but no damage was caused.

LAND ENGAGEMENT.

Tokio, 30th March, 10.30 a.m.

It is officially reported that on the 28th inst. a detachment of Japanese cavalry and infantry encountered the enemy outside of the south gate of Chongliu. An engagement took place, the Russians being driven from the city. The enemy, numbering about 600, retired to Wiju. Casualties: Japanese (killed) Lieut. Kano and four men; (wounded), Capt. Kurokawa and eleven men. No losses were sustained by the infantry. Two of the enemy were found dead on the field, and subsequently seven or eight of their slain were discovered in the fortifications. The dead were carefully removed on horses and ambulances during the progress of the fight, and in spite of the Japanese fire the enemy were observed carrying away two Russians, apparently officers. Blood-stained bandages were found scattered over the ground and by these it is surmised that the Russian casualties were, at least, equal to those of the Japanese.

The Japanese entered into possession of the city.

THE LATE CAPT. HIROSE.

The late Captain Hirose, whose death is reported in the special telegram from our Yokohama correspondent and confirmed in the official report communicated to us by the Japanese Consul, was one of the most gallant of the younger officers in the Japanese navy. Previous to the first attempt to block the entrance to Port Arthur, Capt. Hirose was a torpedo lieutenant attached to the destroyer *Fuji*. He was given the command of one of the transports (the *Hokoku Maru*) on the attack on Port Arthur on the 23rd ult., when the vessel was scuttled by her crew and sunk just below the lighthouse and to the left of the entrance. Writing to his sister-in-law after his plucky feat, he sent her a note remarkable for its brevity. It ran thus:—
"I have fought a victory and am healthy."
For his daring Lieut. Hirose was promoted to a captaincy of the second rank; he met his death, as reported, in the second attempt to block the entrance to the harbour on the 27th inst., which has again failed of success.

RUSSIA'S PROTEST TO THE POWERS.

THE CHARGES AGAINST JAPAN.

We have already reported that Count Lamsdorff, the Russian Foreign Minister, on the 22nd ultimo sent a communication to the Powers making a number of charges against Japan. The full text of this dispatch has now been received by the American mail, and runs as follows:—

"Since the rupture of negotiations between Russia and Japan, the attitude of the Tokyo Cabinet has constituted open violation of all customary laws governing the mutual declarations of civilised nations. Without specifying each particular violation of the laws on the part of Japan, the Imperial Government considers it necessary to draw the attention of the Powers to the acts of violence committed by the Japanese Government with respect to Korea. The independence and integrity of Korea as a fully independent empire has been fully recognised by all the Powers, and the inalienability of this fundamental principle was confirmed by Article 1 of the Shimonoeki Treaty, and by the agreement for this purpose between Japan and Germany on January 30th 1902, as well as by the Franco-Russian declaration of March 16th, 1901.

"The Emperor of Korea, foreseeing the danger of a possible conflict between Russia and Japan addressed, early in January 1904, a Note to all the Powers declaring his intention to preserve the strictest neutrality. This declaration was received with satisfaction by the Powers and it was ratified by Russia.

"According to the Russian Minister to Korea, the British Government charged the British diplomatic representative at Seoul to present an official Note to the Emperor of Korea thanking him for his declaration of neutrality.

"In disregard of all these facts, in spite of all Treaties, in spite of its obligations and in violation of the fundamental rules of international law, it has been proved by exact and fully confirmed facts that the Japanese Government—

"First—Before the opening of hostilities against Russia, landed its troops in the independent empire of Korea, which had declared its neutrality.

"Second—With a division of its fleet Japan made sudden attack on February 8th—that is, three days prior to the declaration of war—on two Russian warships in the neutral port of Chemulpo. The Commanders of these ships had not been notified of the severance of diplomatic relations, as the Japanese maliciously stopped the delivery of Russian telegrams by the Danish cable and destroyed the telegraphic communication of the Korean Government. The details of this dastardly attack are contained and published in an official telegram from the Russian Minister at Seoul.

"Third—In spite of the international laws above mentioned and shortly before the opening of hostilities, the Japanese captured as prizes of war certain Russian merchant ships in neutral ports of Korea.

"Fourth—Japan declared to the Emperor of Korea, through the Japanese Minister at Seoul, that Korea would henceforth be under Japanese administration, and she warned the Emperor that in case of his non-compliance Japanese troops would occupy the palace.

"Fifth—Through the French Minister at Seoul she summoned the Russian Representative at the Korean court to leave the country, with the staffs of the Russian Legation and Consulate.

"Recognising that all the above facts constitute a flagrant breach of international law, the Imperial Government considers it to be its duty to lodge a protest with all the Powers against this procedure of the Japanese Government, and it is firmly convinced that all the Powers, valuing the principles which guarantee their relations will agree with the Russian attitude. At the same time the Imperial Government considers it necessary to issue a timely warning that, owing to Japan's illegal assumption of power in Korea, the Government declares all orders and declarations which may be issued on the part of the Korean Government to be invalid. I beg you to communicate this document to the Governments which you are accredited."

Three weeks ago the Japanese Government replied to the protest of Russia. We published the Government's reply in our issue of the 10th inst., and now reproduce it as follows:—

"The Japanese Government does not see any necessity at this juncture to express concern regarding the opinions or declarations of Russia, but as the ignoring of the accusations made may convey a wrong impression to neutral Powers, it is considered the right and duty of the Japanese Government to refute the allegations. The Government therefore proposes to answer the accusations contained in the five items of the Russian declaration to the Powers. Its answer is as follows:—
"First—The Japanese Government admits that Japanese troops landed in Korea prior to the declaration of war, but a state of war at that time already prevailed. The object of the present war being the maintenance of the independence and integrity of Korea, the dispatch of troops to the districts invaded by Russia is within our right, especially as we first obtained the approval of the Korean Government. The landing of troops in Korea is an entirely different movement from the dispatch by Russia of large forces to Manchuria during peaceful negotiations and without the approval of China. From this it may be inferred on whose side the right is.
"Second—Item 2 in Russia's declaration is entirely groundless, Japan never having prevented the delivery of Russian telegrams received by the Danish submarine cable (Great Northern), nor has Japan suppressed the telegrams received by the Korean Government. Regarding Russian allegations against Japan in connection with the attack on warships at Chemulpo harbour, it is sufficient to say that a state of war already

existed, and that the Korean Government had concurred in Japan's landing troops in Chemulpo, so that the harbour could not be regarded as a neutral port.

"Third—The Japanese Government has established Prize Courts, and the same are empowered to give a final decision as to the legality of the seizure in the case of vessels of the enemy that are captured. It is not, therefore, opportune for Russia to make any declaration regarding this matter.

"Fourth—The Japanese Government declares that what is mentioned in Item 4 in the Russian communication is entirely without foundation.

"Fifth—The Japanese Government does not hesitate to declare that Item No. 5 is inaccurate, the Government having neither directly nor indirectly demanded that the Russian Minister leave Korea. On the 10th February, the French *Charge d'Affaires* called upon our Minister and informed him that the Russian Minister was desirous of leaving Korea. The *Charge* asked our Minister's opinion regarding the matter, and our Minister replied that if the Russian Minister left peacefully with his staff and the Legation guard, the Minister would have the protection of the Japanese troops. The foregoing is confirmed by correspondence between the Japanese and French representatives. The Russian Minister left the Korean capital on the 12th February of his own free will and was escorted by our troops to Chemulpo. It is to be noted in addition that the Russian Consul at Fusan remained at his post to the 21st February, in consequence, as stated, of his receiving no instruction. It may be that the Russian Minister omitted before his departure to send the Consul instructions. When it became known that the Consul desired to leave Fusan as soon as possible, our Consul at that port gave him every assistance, and through our Consul's endeavours the Russian Consul and party left for Shanghai via Japan."—*Kobe Chronicle*.

WAR SONG BY GENERAL FUKUSHIMA.

The famous song of General Fukushima, entitled "Russia Seibatsu," is sung in schools by tens of thousands of pupils, and is on sale in book stores all through the Empire. It is set to a tune that combines the Japanese minor strain with a martial Occidental tempo. It was sung at the farewell meeting of six hundred army officers in Sendai, where among other foreigners heard it rendered by school children especially trained by Professor J. Shibakami. The following free translation, which is less emphatic, if anything, than the original, gives an idea of the manner in which Russian character is being taught to Japanese children by this song.—Charlotte B. De Forest, in *Japan Times*.

Hail the Rising Sun, the emblem
Of our world-renowned Japan!
In the morning rays her banner
Gleams across her kingdom's span.

Great her people!—love of justice
And of fellow man inbred,
With a brave and loyal service
To her great Imperial Head.

Lo, our foe—a land that knows not
Truth and righteousness by name;
Lies and treachery its usage,
Plunder and rapine the same.

Guileless babes and maidens murdered,
Burning homes that rise no more,
Witness to the Slav whose practice
Gods and men alike abhor.

Board the land—a storm-swept desert;
Peoples mixed, and lawless hordes;
Cowards, at Pekin they faltered,
In the face of Chinese swords.

Gossack name, once famed in story,
Now is but an ancient lay:
Melting snow in morning sunlight,
Russian armies fade away.

Up and forward, steeds and warriors!
March! Already spring is here.
Righteous war admits no foe-man;
Joy is ours with nought to fear.

Break the ramparts of Port Arthur,
Tear the walls of Harbin down!
On the heights of Ural mountains
Float the Banner of the Sun!

Drive the Slav unto the forests;
Let him hide within their shade.
Ancient Moscow be his refuge,
There his bloody hand be stayed.

Then unto our Sovereign's glory
Praises sound and never cease,
While our hearts unite, rejoicing
In a great and world-wide peace.

MARQUIS ITO'S MISSION.

With one unanimous voice the press welcomes the appointment of Marquis Ito to his important mission. We (the *Japan Times*) have already given a summary of the *Nichi Nichi's* comment on the subject, but the paper hold widely divergent views. The *Nippon*, for instance, points out that it is too early yet to decide definitely upon the line of action this country is going to take in order to carry out the purposes of the new agreement. There have of late occurred in Korea many uncanny things, as, for instance, the reported difference of views among our authorities despatched there, the dismissal of Yi Yong-ik from office and his sojourn in this country, the arrest of the secret envoys Min and Yi at Chemulpo, etc. Though ostensibly on a non-political mission, Marquis Ito's presence in Korea, the *Nippon* hopes, will have the effect of solving these mysteries. As for the *Kokumin*, it is convinced that the illustrious statesman's presence in Korea, as evidence of the great concern our gracious Emperor feels in the welfare of that country, will deepen the sense of reliance of the peninsula state on ours, and will at the same time have the effect of making the other Powers see clearer than ever the disinterestedness of our motives with regard to the action we have now taken under

our protection. The *Asahi* sympathetically fancies that many and varied must be the doubts and misgivings that fill the mind of the Korean monarch just at this moment, as to the future of his country, of his country, of his people; and it would not be surprised if Marquis Ito, on his arrival in Seoul, found himself made a target for many curious and unexpected quizzings confidentially asked by his Majesty himself. But the journal is confident that so experienced and tactful a statesman as the Marquis will be able to give satisfactory answers.

According to news from Copenhagen a rather dark picture is given of Russian finances. It is said that though the Russian Budget shows a surplus of 20,000,000 roubles, in reality there is a deficiency of at least 200,000,000 without including a single kopek of the extraordinary military expenses in the Far East. Preparations are being made for drawing in the gold supply of Finland. This will be done partly by establishing a Russian currency in Finland, and partly by replacing the Bank of Finland by branches of the Russian Imperial Bank. It has been telegraphed abroad that Russia has enormous riches in her monasteries. All Russians, however, know that an attempt on the part of the Government to touch clerical property would be the most dangerous course it could take.

PORT ARTHUR DOCKYARD.

EXECUTING REPAIRS UNDER DIFFICULTIES.

One of the employees in the Port Arthur dockyard, who recently escaped to Chefoo by the overland route, says (according to a report in the *Japan Gazette*) that before the war opened one thousand workmen and about a similar number of coolies were employed in the dock, but after the outbreak they gradually escaped and there remain only about four hundred workmen. Owing to the disappearance of coolies about 400 Russian bluejackets are employed in their place. Since the first naval engagement two warships have been docked. The repairs of a cruiser, which was docked about 13th ult., were completed on the 21st and another cruiser is now undergoing repairs, which will not be effected before the 13th inst. The other ships have been temporarily repaired. About nine vessels were afloat in the inner harbour at the time of his escape from Port Arthur.

THE TANJONG PAGAR DOCK CO., LD.

THE CHAIRMAN'S RESIGNATION.

"BACK-STAIR INFLUENCE."

The right hand of Singapore's trade is the Tanjong Pagar Dock Co. Four-fifths of the steamer tonnage goes to the wharves there to discharge and receive cargo and to coal. The Company has a practical monopoly of the ocean-going shipping trade of Singapore, as well as of the docking facilities. The interests of the Port, particularly in its transhipment trade, are inseparable from those of the Company, and this invests the meeting held to-day (21st inst.) with an importance not shared by the meeting of any other commercial trading company in the Colony. We have been told frequently in the past, and indeed it is a matter of notoriety, that the growth of the wharfing and docking facilities at Tanjong Pagar have not kept pace with the growth of our trade. That while the trading and shipping tonnage have been always steadily and often rapidly increasing, its right hand has but grown in its capacity to receive charges and pay dividends. The official view may be found in a letter from the Government to the Dock Company on Nov. 13th, 1900, when Sir Alexander Swettenham caused to be written the following:—

"For nineteen years the Company has failed to carry out this object (the construction of wharves and godowns for the accommodation of shipping) with the result that the wharves in Singapore are notoriously unable to accommodate the shipping seeking them, and amongst many others, a vessel loaded with coal for Her Majesty's Navy has been detained seven days awaiting a berth at the Company's wharves. . . . The Officer Administering the Government deems it his duty to put an end, as soon as he can, to a privilege which has been exercised so disadvantageously to the interest of the public."

The view of the general public has been just as emphatic—the Company has not kept pace with the times. Hitherto the reasons commonly assigned for the lack of improvement and expansion have been lack of capital and the supineness of the local directorate, added to the determination of the shareholders to get a dividend of 12 per cent. per annum. The remarkable speech of Mr. John Anderson made at the meeting to-day, assigns another as the cause for the absence of progress, the peculiar influence of the London Consulting Committee. Here we have the late Chairman of Directors, a gentleman who has been intimately connected with the Company's operations in Singapore for twenty years, deliberately charging the London Consulting Committee, a body of five men ostensibly appointed from Singapore, with consistently opposing reform and thwarting the desires of the Directors for improvement, by measures which are described by him in terms that must cause the gentlemen in London and their local nominees to writhe.

Mr. Anderson's speech is as remarkable for its length, as for the directness of the language he employs, and the detailed instances of "back-stair influence" he gives. It may be well here to summarise the charges which he formulates against the London Consulting Committee, and the local directors lately his colleagues. He charges the London Board with—

- (1) "Subordinating the interests of the company, i.e., of the Port, and the Colony, to the payment of present dividends;
- (2) doubling the capital of the company on paper;
- (3) blocking all developments and improvements;
- (4) harping the Directors by (a) rejecting necessary works, (b) prejudicing not only officers against local experience, (c) bullying their junior local representatives, until they

have not a soul to call their own, or a consistent independent vote to give, (d) interfering with and nullifying the construction, administrative, and trading operations undertaken by the Directors;

- (5) Entering into contracts without constitutional power, e.g. new offices, the amalgamation with the New Harbour Dock, and the "carte blanche" appointment of a Managing Director;
- (6) Wrongfully representing that they represent the shareholders in England;
- (7) Wrongfully calling together partial meetings of shareholders;
- (8) Withholding reports of vital interest to shareholders from the knowledge of shareholders.

There is no denying the gravity of these charges, coming as they do from a man of Mr. Anderson's exceptional knowledge of the inner working of the Company. Were the Tanjong Pagar Dock Company an ordinary commercial concern carrying on operations in the Colony, such allegations, primarily of interest to the shareholders would be matter of public comment. But the T.P.D. Co. is in the possession of certain exceptional privileges from the Colony, in the shape of land grants and seafrontages, which give them practically a monopoly of the wharfage and docking facilities of the New Harbour. Mr. Anderson, by implication, admits that the Company has failed in its object of "providing wharf godowns and docking facilities" for the shipping of the Port. He names the disease—dual control, and back-stair influence and calls on shareholders to end the present state of things. For the present we leave Mr. Anderson's indictment in the hands of shareholders, only saying that if the right hand of Singapore as diseased as he says it is, the mere appointment of two Government nominees will not heal it, and that seem the only reform within reach at present, and so long as the London Committee continue to command a majority of votes at the meetings of the Company. There is one other remedy, which Mr. Anderson is not in favour of; it is based on the saying "If thy right hand offend thee, cut it off" and the surgeon in this case would be the Colonial Government and the Colonial Office. One point is material. The Singapore wharves and docks do not serve local trade alone. There is an Imperial aspect, and in the light of a controversy that raged for years over this Colony, that Imperial aspect is, now, and much more in the future, the more important. The Government's responsibilities to Singapore, the Colony, the Empire, are therefore of a very grave and weighty character.—F. S. Price.

COMMERCIAL.

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Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2.24
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1.82 1/2
India T.T.	133
Do. demand	134 1/2
Shanghai—Bank T.T.	72
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	107 1/2

Buying.

4 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/10
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	2.29
6 months' sight do.	2.30 1/2
4 months' sight Germany	1.87
Bar Silver	25 11/16
Bank of England rate	4 %

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	@ 940/970
" Old	@ 980/1,050
" Oldest	@ 1,100/1,160
Patna New	@ 1,307 1/2
Benares New	@ 1,297 1/2
Persian (Paper)	@ 850/950

To-day's Advertisements.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 1st and 4th proximo, respectively.

Hongkong, 30th March, 1904. [450]

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1886, E.

35TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on or after, the 31st March, 1904.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th March, 1904. [451]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that PRATICE with 15-pr. B.L. guns will be carried out from the road near Saiwan Hill in a direction South-East on to Dragon's Back, and with 47" Q.F. guns from Lyemun in a direction North-East across the sea on to High Junk Peak on the 8th April, 1904, between the hours of 10 a.m. and 2 p.m.

By Command,
A. M. THOMSON,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 30th March, 1904. [454]

TO LET.

"CRAGSIDE," BARKER ROAD, PEAK.
For Particulars, apply to—
MURRAY STEWART,
11, Beaconsfield Arcade.
Hongkong, 30th March, 1904. [455]

To-day's Advertisements.

IMPERIAL-GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD.

Captain R. Heintze, will leave for the above places TO-MORROW, the 31st inst., at Noon.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 30th March, 1904. [45]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary, is given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th April, at 9.30 A.M.

All Claims must reach us before MONDAY, the 11th April, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & CO., Agents.

Hongkong, 30th March, 1904. [46]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARTEMISIA,"

Captain Gronmeyer, will be despatched for the above Ports, on THURSDAY, the 7th April, at Noon.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 30th March, 1904. [449]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain C. Willis, will be despatched as above, on WEDNESDAY, the 6th April, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 30th March, 1904. [453]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. C. Spence, will be despatched for the above Ports, on WEDNESDAY, the 6th proximo, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED Agents.

Hongkong, 30th March, 1904. [453]

Intimation.



THE POPULAR SCOTCH

IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

THE SHARE MARKET

	LAST DIVIDEND
VALUR.	

		BANKS.	
Hongkong and Shanghai Banking Corporation,.....	\$ 125	Div. of £1.10/- & bonus of 10/- @ 1/8th = \$22.90 for half-year ending 31.12.1903	\$612 1/2
National bank of China,.....	£ 8	3/8 = \$2 for 1903.....	\$35 ss.
Do. Founders.....	£ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.,	\$ 100	32 per cent = \$32 per share for 1903 ...	\$470 b.
China Traders' In. Co., Ltd. ...	\$ 25	16 % = \$1 for year ended 30.6.1903	\$50 b.
North China In. Co., Ltd.	£ 5	Final of £1 making £2 for 1903	TL. 67 1/2
Yangtze In. Association, Ltd.,	\$ 60	30 % = \$12 for 1901	\$130
Canton In. Office, Ltd.	\$ 50	30 % = \$15 per share for 1903	\$175 s.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd. ...	\$ 50	\$22 1/2 per share for 1902	\$22 1/2 b.
China Fire In. Co., Ltd.	\$ 20	\$6 div. & \$1 bonus per share for 1902.	\$83 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co. Ltd.,.....	\$ 15	\$1 1/2 for half-year ending 31.12.1903 ...	\$26 b.
India China S. N. Co., Ltd.....	£ 10	5 % = 10/- per share for 1903.....	\$90 ss.
China & Manila S.S. Co., Ltd.	\$ 50	10 % = \$5 per share for 1900.....	\$22
Douglas Steamship Co., Ltd.,	\$ 50	Div. of \$3 for year ended 30.6.1903...	\$33 b.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 } = 12% for year ending 31.12.1903	\$31 ss.
"Shell" Transport & Trading Co., Ltd.	£ 1	60 cts. } 30/4/03	\$18 1/2 s.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 1/- for 1903	19/-
Shanghai Tug & Lighter Co., Limited	Tls. 50	Final of 2% making 4% for 1903	Tls. 35
		Final of Tl. 2 1/2 making Tls. 4 1/2	Tls. 47 1/2 ex div.

		REFINERIES.	
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$11 b.
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10 a.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	5% = Tls. 2½ for year ending 30.9.03...	Tls. 40 b.
		MINING.	
Punjom Mining Co., Ltd.	\$ 11	None	\$1 a.
Société Française des Charbonnages du Tonkin	Fr. 250	Interim of Frs. 30 for 1903.....	\$300
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 13 of 1/- per share 28.1.01	\$68 a.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 1/2.

Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$6 div. & \$1 bonus for 1-year 30.6.03...	\$205.
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	(Interim of Tls. 5 for 1-year ending 31.10.1903	Tls. 140 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of \$2½ making in all \$5 for 1903	\$93 b.
New Amoy Dock Co., Ltd.	\$ 64	\$2½ for 1902	\$57½ s.
Shanghai & Hongkw Wharf & Godown Co., Ltd.	Tls. 100	Final of Tls. 6 making Tls. 11 for 1903	Tls. 180 s.
LANDS, HOTELS AND BUILDINGS.			
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1903	\$145
K'loon Land & Building Co., Ltd.	\$ 30	\$2.60 per share for 1903	\$35 s.
West Point Building Co., Ltd.	\$ 50	Final of \$1.70 making \$3.20 for 1903...	\$65 s.
Astor Hotel Co., Ltd.	\$ 50	\$5 for 1-year 1903	\$135 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2½ for 1-year ending 30.6.03	\$54 b.

Hongkong Cotton Spinning and Weaving Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 15 00
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1903	\$100
Shai Land Investment Co., Ltd.	Tls. 50	{ Final of 6% & bonus of 4% making 16% for 1903	Tls. 107 50
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1903/1903	\$140 a.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8% for period ended 31.10.1903	Tls. 31 50
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3% on account of 1898 ..	Tls. 25 50
Loou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898 ..	Tls. 92 50
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.1897	Tls. 170

Alhambra, Ltd.....	\$ 500	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.	\$ 10	First year	\$10 b.
Shanghai & Sumatra Tobacco Co., Ltd.....	Tls. 20	Interim of Tls. 1 per share	Tls. 53 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 ½%=\$1.20 per share for 1902	\$25
China-Borneo Co., Ltd.	\$ 12	60 cents per share for 1903	\$18 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of \$ 7 for 1903	\$14 b.

China Provident Loan & Mortgage Co., Ltd.	3	10	8 ½ = 80 cents per share for 1903	\$9
Hongkong Electric Co., Ltd.	5	10	90 cents for year ending 30.4.1903 ...	\$12½ b.
Shanghai Electric Co., Ltd.	5	10	45 cents for year ending 30.4.1903 ...	\$7

178.	Hongkong & China Gas Co., Ltd. Hongkong Rope Manufactur-
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Geo. Fenwick & Co., Ltd.	\$	75	15 per cent = \$11.25 for 1903	\$220
Hongkong Ice Co., Ltd.	\$	75	Interim of \$12 making \$16 for 1903...	\$220

	Hongkong right level	\$ 100	\$20 for year ending 31.11.1903	\$300
	way: Co., Ltd.	\$ 6	\$14 for year ending 31.7.1903	\$124 b.
	Dairy Farm Co., Ltd.	\$ 6	Div. of \$24 for 1903	\$40 a.
	Campbell, Moore & Co., Ltd.	\$ 10		
Mr.	Bell's Asbestos Eastern	£412.6.		\$5 a.
	Agency, Ltd.			
	United Asbestos Oriental	\$ 4	90 cents } for year ending 31.5.03	\$04 b.
	Agency, Ltd.	\$ 10	\$29.70 }	\$10 b.
	Do. Founders	\$ 10		
	Hongkong Steam Water-boat	\$ 10	Final of 6% making 12% for year	\$150 a.
	Co., Ltd.	\$ 10	None	\$5 b.
	China Light & Power Co., Ltd.	\$ 10	Interim of 50 cents per share for 1903	\$200 a.
Mrs.				

Maatschappij tot Mijn-, Bösch- en Landbouw exploitatie in Langkat, Limited	Gulders 103	Quarterly dividend of 11s. 10 paid 15 3-1904	Tls. 285
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25

Telegraphic Address—"Rialto."

Telephone No. 148, P. O. Box No. 111.

BENJAMIN, KELLY & PORTER
Share Brokers,

NOTE.—b.=buyers, s.=sellers, sa.=sales.

MacEwen
Brickel
& Co.

AGENTS IN THE FAR EAST FOR JOHN JEFFREY & Co. HERIOT BREWERY
EDINBURGH.

FINE OCTOBER ALES.

A stock of JEFFREY'S fine OCTOBER BREW has now been landed and is being offered in
FIRKINS of 9 gallons;
KILDERKINS of 18 gallons;
HOGSHEADS of 54 gallons;
PINTS (7 doz. to the case).

OFFICE:
3, DUDELL ST.

Also JEFFREY'S popular EDINBURGH XXX OUT in cases of 7 doz. pints.

NOTICE.

THE WEATHER WILL BE EXCEEDINGLY COLD AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

BY THE WAY, HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VŒUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

N.B.—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).